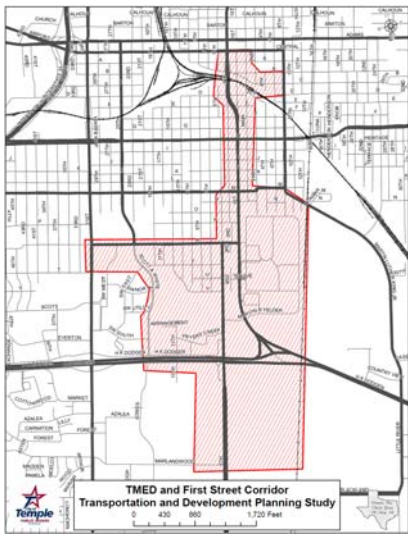

TEMPLE MEDICAL AND EDUCATION DISTRICT AND FIRST STREET CORRIDOR TRANSPORTATION AND DEVELOPMENT PLANNING STUDY

A planning activity to study multi-modal and public transit opportunities, which will enable integrated New Urbanism development of a local district and corridor to promote safety, accessibility and livability.

Type of Application	Local Government
Application ID	awilliams-1130
Type of Project	Multi-Modal Transportation
Location of Project	Temple, Bell County, Texas
Population Characteristics	Urban
Amount of Funds Requested	$209,250
DUNS Number	139205756
FHWA CFDA Number	FR5415-N-12 / 14.704
CCR Number	5J6V6
Project Website	http://www.ci.temple.tx.us/index.aspx?nid=1278

2 North Main Street, Temple, TX 76501

Project Description

The New Urbanism project assesses current and future needs within the Temple Medical and Education District (TMED) and its high-use connection corridor to downtown along First Street. This area serves as a gateway to downtown, as well as one of the foremost healthcare and educational districts within the region. However, over the past decade the area has experienced significant decline that is threatening its future, raising concern among local stakeholders.

To avoid further decline, offer a solution, and reverse the decline of the area a conceptual New Urbanism development plan was pursued as a public and private endeavor, with great community support, in 2008. This effort realized that development has been hindered due to unsafe motorist and pedestrian facilities, distressed or non-existent sidewalks and trails, poor drainage, little equitable access to public transit, overall community disconnect increasing reliance on single-passenger vehicle use, and no provisions of adequate public facilities for future growth. The next step, in the planning process, is to study the area further in an effort to create a plan for execution. This effort will determine future implementation options, which will further encourage livability, enhance streetscape, increase economic vitality, improve drainage and utilities, augment connection between local residents and businesses, improve safety, and assist in improving a declining area of the City. The main study components of the project will evaluate the following:

1. Transportation — the study will evaluate options for adequate public transit routes, the need to increase public access points, determine type of transit methods (bus, continuous shuttle, bike, pedestrian, etc.), identify efficient vehicular paths, increase motorist and pedestrian safety, and establish methods to encourage community use.

2. Drainage and Water/Wastewater Utilities — conducted to assess the current drainage problems, the best management practices to manage drainage issues and the need for retention/detention ponds to serve current and future development. The water and wastewater utilities study will identify the condition of current infrastructure and propose needed infrastructure, recommending best placement to improve quality. Best management practices will be implemented to ensure longevity of infrastructure and encourage efficient use of current public works services.

3. Sidewalks and Streetscape — completed to evaluate options to define and beautify the district while creating ample pedestrian and bicycle accessibility, as a method to increase livability. Safety will also be reviewed in the utilization and placement of crosswalks, curb cuts and driveways.

4. New Urbanism Development — accomplished to propose a mixed-use, high density development plan, which uses established form-based codes. It will identify potential land-use, optimal land reclamation and recycling opportunities, and recommend phasing of development.

a. **Economic Feasibility**— the study will include an economic feasibility assessment which will determine the market that will support, enable and secure appropriate development, define development type, improve access to employment and education centers and recommend phasing methods as to how and when each market should be developed.
b. **Affordable Housing Options —** included in the new urbanism development study affordability housing needs will be identified to increase options for people of all ages, incomes, races and ethnicities, and decrease combined cost of housing and transportation.

5. Right-of-Way — the purpose is to define the R-O-W to ensure sidewalk alignment and width options.

6. Sustainability — the study will propose energy and water conservation and efficiency efforts, decrease in vehicle-miles-traveled, strengthen public health and wellness, and improve air quality.

Overall, these components will create a more-inclusive and integrated New Urbanism development plan, which will beneficially impact local and regional users by improving transportation facilities, decreasing cost-of-living, increasing access to employment and education centers, utilizing undeveloped and reclaimed land for the good of the public, increasing access to multi-modal transit options, expanding housing choices to all, revitalizing economically distressed areas, encouraging transit oriented mixed-use development, and promoting healthy, safe and walkable neighborhoods.

The City will seek professional planning services to perform the proposed planning study. The professional will collaborate with the City and all major stakeholders to identify strengths, weaknesses, opportunities and threats in the study area in order to support positive long-term outcomes with the aforementioned improvements. Without this action the area will continue to deteriorate; adding to the decreasing economic vitality, impeding transportation network efficiency, and obstructing mobility of goods and people. The TIGER II and Community Challenge Grant funds will be used for these planning activities that will study transit and development options in the established TMED area and its connection corridor to downtown.

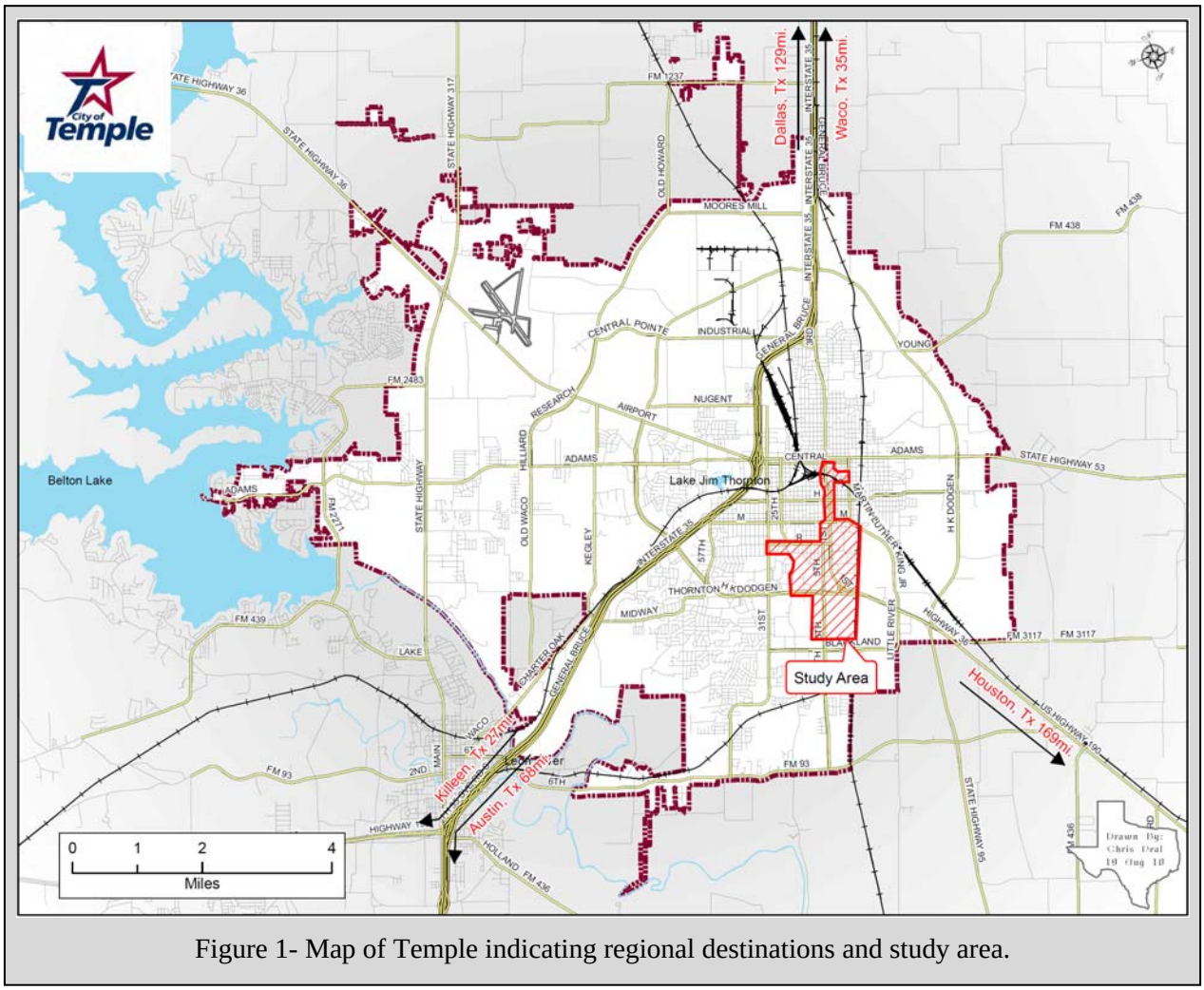

Figure 1- Map of Temple indicating regional destinations and study area.

I. Purpose and Outcomes

The proposed project includes the following combination of activities:

1. Planning activities related to the development of a particular transportation corridor system, that promotes mixed-use, transit-oriented development.
2. Developing expanded public transportation options, including accessible public transportation and para-transit services for individuals with disabilities, to allow individuals to live in diverse, high opportunity neighborhoods and communities and to commute to areas with greater employment and educational opportunities.

Existing Conditions

The City of Temple is located in the heart of Central Texas, along a prominent rail and interstate corridor, between Dallas/Fort Worth, Austin and Houston, TX. Temple is also located twenty-five miles east of the largest U.S. military installation; Fort Hood. The City was established in 1882 as a railroad town and began to develop in a concentric manner from the railroad station.

Today, the city continues to be prevalent in the railroad industry, serving freight and passenger trains, on a daily basis, including BNSF Railway, Union Pacific Railroad and Texas Eagle (Amtrak). However, with over seventy square miles of city land, growth has begun to decentralize and overlook established areas, promoting an increased reliance on single-passenger vehicular transportation. This action has led to the deterioration of older areas that still attract high healthcare employment and offer educational facilities, but do not present sufficient and affordable housing, amenities and adequate connection to other areas within the City.

The City is also highly influential in the healthcare sector that serves Texas and the southern United States. In 2009, the Milken Institute ranked the Killeen-Temple-Fort Hood Metropolitan Statistical Area as the second strongest performer among the 200 largest cities in the U.S. Temple is a major contributor to this effort with its overall strengths in healthcare and biosciences, which has become an increasingly dominant field.

An area serving as a major contributor in the healthcare industry has been recently defined as the Temple Medical and Education District (TMED). Currently, the area is declining and suffers from lack of investment interests and community connection, making its future uncertain. If development around the major entities improves, through controlled gentrification, it is plausible that the area has an opportunity to capitalize and have great impact on emerging global trends, greatly benefiting the City of Temple and the surrounding region.

The proposed project focuses on the TMED area, located in Temple's urban core, which includes many entities that attract a regional draw, serves as a major employment center, and acts as a gateway to downtown. TMED is also strategically located along the City's loop, with easy access to IH-35 and connection to regional rail travel downtown. Even though many of the major stakeholders are doing well, surrounding residential and small businesses are struggling, though being in an optimal location within the City and high-use attractions. The struggling entities will hinder the success and future of the entire TMED area and connection to downtown.

In order to secure a healthy future for all, the City of Temple entered into a Letter of Understanding, in February of 2008, to develop the TMED Twenty-year Master Plan to promote and facilitate healthcare, educational learning, research and economic development among Scott and White Hospital, Central Texas Veteran Health Care System, Texas A&M Health Science Center College of Medicine, Temple College, and Temple Health and Bioscience Economic Development District, to form the TMED Coordinating Group. Other entities involved in the

Major Entities

Scott and White Hospital
- Employs 7,000
- Treats patients 6,500 per day
- Top 100 Hospital in the country
- Planning to expand its current campus by a minimum of $250 million in new facilities
- Primary clinical teaching campus for Texas A&M Health Science Center College of Medicine

Central Texas Veterans Health Care System
- Teaching hospital
- Employs 3,100
- Treats patients 5,500 per day
- Doubling in size over the next decade, adding over 2 million square feet

Temple College
- Enrolls 6,000 (increasing 10% annually)
- Employs 450
- Nationally recognized high-tech ER simulator
- Expanding campus to increase walkability

rehabilitation process include Blackland Research and Extension Center, Temple Independent School District, Keep Temple Beautiful, Texas Department of Transportation, and Temple Economic Development Corporation. Providing an excellent means of collaboration between the partners, the purpose of the TMED Coordination Group is to develop a district that advances partnerships and services, promotes rehabilitation of declining residential and commercial areas, serves as a pilot project to eliminate development sprawl, and stimulates and ensures long term economic vitality of this critical area.

Over the past two-years a conceptual Framework Plan has been developed for TMED. This area has since extended to include the two-mile high-use connection corridor to downtown, which also serves as a high employment, retail center and offers rail and bus regional transportation connection options. Also added to the TMED area is the land encompassing the Blackland Research and Extension campus. The initial conceptual planning efforts also spurred the different stakeholders to create individual campus master plans. Therefore, with additional areas added and clearer defined campus plans, there is a need to have all plans align and develop cohesively to ensure optimal connection and efficiency within the district.

Currently there are approximately 40,000 vehicles that commute to or through the proposed study area each day, whether the final destination is within TMED or downtown. Many enter the area along First Street, Fifth Street or Ave R. The district has a residential population of about 4,600 and includes 209 businesses with roughly 16,000 employees. It includes medical facilities that see on average 11,000 patients per day, a post-secondary school that enrolls about 6,000 per year and a primary school that enrolls approximately 600 and is adjacent to a City park. The downtown includes numerous places of employment, including City and County facilities, financial institutions, restaurants, retail stores, three City parks, as well as regional rail and bus transportation options. All of these facilities plan to increase in size or conduct several hundred million dollars in improvements over the next decade, increasing the number of employees, patients, students and residents.

Road Conditions

At this time more than half of the roads within the study area have a ‘C’ rating or lower. This overall rating means that without extensive repair within the next decade repair and maintenance costs will begin to exponentially increase and continue to require constant repaving and updating. The more favorable and financially beneficial option would be to replace the roadways, bringing them to an ‘A’ rating and decreasing long-term costs. In order to asses these conditions and avoid incurring life-cycle costs with continuous regular maintenance, the city needs to prioritize replacement projects.

Currently along a majority of the roadways clear curb and gutters or driveways do not exist. This causes a problem for drainage and access to stores and residences. This poses drainage issues because the roadways are not designed to sufficiently shed of water. Therefore, during rainstorms streets flood at intersections and along the perimeter of the roadways, causing dangerous driving, walking and biking situations and further deteriorating road conditions. With lack of curbs and driveways motorist also have impaired access moving on and off the roadways due to confusion and lack of defined entrances, causing unsafe conditions.

Existing road design does not allow for safe bicycle travel. Those who bike must ride on the side of the road, which is dangerous for both the biker and motorist because the flow of traffic is disrupted, due to non-existent shoulder or bike lane. To provide for those who bike, safe facilities need to be established to improve safety for all.

Transit Conditions

The area is served by a regional non-profit bus organization, Hill Country Transit District (The HOP). There are three routes that serve the proposed study area, providing service each hour to destinations at Scott and White, Temple College, VA Hospital and downtown. However, there is not a single route dedicated to the district, causing access within the district to be disrupted by unnecessary travel out of the area.

Figure 2 – Bus Stop along First Street, across from the VA Hospital, no access by sidewalk and no protective shelter.

Approximately one percent of residents living in the study area use The HOP to commute to or from work located zero to sixty minutes away, according to the 2000 Census. Many more residents commuting from outside the district use the HOP to commute to the TMED area and downtown, as these routes offer services for people with disabilities and related medical problems. However, many of the stops are not adequate due to limited or non-existent sidewalk access, not meeting ADA requirements and only three stops having shelters for protection from the weather (Figure 2).

There are six stops that serve the area, which is not sufficient given the size of the area (approximately 1150 acres) and distances between each stop. In many cases residents, employees and other bus users are required to traverse across major arterial roads, parking lots and open grass to access bus stops, discouraging use of public transit. In order to serve all populations these stops need to have improved access, amenities and occur more frequently.

The downtown area includes the Santa Fe Depot, which offers public transportation to regional and national destinations. In 2009, 15,108 Amtrak passengers utilized the Temple station, which is a fifteen percent increase from 2008. The Depot had the highest passenger ridership of cities within Texas, with populations below 75,000, in 2009. Many residents use train travel to commute to local areas within 200 miles, such as Fort Worth, Dallas, San Antonio, McGregor, Taylor and Austin. It also is used by passengers to travel to Chicago, St. Louis and Los Angeles. Although many use the train services, there is limited access to the station, aside from vehicular travel. Therefore, connection via alternate transportation, including walking and biking, needs to be provided to improve access to all residents within the TMED area and downtown.

Sidewalk Conditions

Although the City recently adopted a sidewalk ordinance, much of the development within TMED occurred prior to the ordinance. Therefore, before the ordinance was established there

Figure 3-Pedestrians must traverse through the grass, along the side of major roadways or through parking lots where adequate sidewalks are not available.

was limited sidewalk installation, causing an interruption in the linkage of people and places across many areas within the City. Generally, if sidewalks do exist, they are non-ADA compatible and are in poor or distressed conditions, meaning that when present there is a need for significant repairs to keep from becoming unsafe (Figure 3). A disconnect also exists in many areas due to alignment problems and consistency in materials. If constructed on individual properties they do not always align or provide the same quality of material or standard of construction from lot to lot. This poses problems for accessibility along the entire roadway and impairs connections to all entities by means of alternative transportation methods.

Since the area is composed of teaching hospitals, educational facilities, City parks, regional transportation hubs and other interrelated businesses there are hundreds of trips made between each entity on a daily basis. The area Middle School also has ten to thirteen percent of students who walk or bike to school. However, due to poor sidewalk conditions, the safer option is to rely on vehicular transportation. If existing, the current sidewalks are not wide enough to support both walking and biking users, since they are generally only three to five feet wide. To ensure efficient connection between the different facilities, decrease reliance on vehicles and provide a variety of transportation modes the district needs more consistent and wider sidewalks/trails. The installation of this critical infrastructure would link all entities within a five to ten minute walk or bike.

Temple has realized the importance of connection across the City and recently created a Master Sidewalk/Trail Plan, which proposes routes to link parks and recreation areas to commercial and residential areas by sidewalks/trails. This effort has been supported through the City, which has leveraged $500,000 plus to support the installation of two trails, within TMED, through the assistance of federal and state programs. These trails will commence the effort to increase connection across the district.

Safety Conditions

Figure 4 - Parking lot with unsafe backing motion into State roadway.

Between 2009 and 2010 there were ninety-nine traffic accidents within the proposed study area, representing five percent of accidents across the entire City. Due to poor roadway design, including no separate left-hand turn lane, lack of defined curbs and driveway entrances and decreased visibility (Figure 4) forty-three percent of the accidents occurred along First Street. Twenty-three percent of the accidents within the area happened along Fifth Street at an intersection that is hindered by line of sight, awkward approaches, no stoplight and a pedestrian crossing (with no light) oddly placed approximately twenty feet off of the intersection. Safety problems are increased due to the lack of traffic control devices appropriately installed and improper use by motorist and pedestrians.

Crime is also becoming an issue in the area. In 2009, 105 part one crimes took place within the proposed study area, including fifty-nine thefts, twenty-three burglaries and ten stolen vehicles.

The locations of these crimes correlate with areas that are declining faster than surrounding areas that are not occupied by stakeholders.

Drainage, Water and Wastewater Utility Conditions

Many of the Federal and State entities within TMED are exempt from meeting City codes in regards to drainage, before and after construction of facilities. This has caused many issues with runoff, because in most cases there are not any existing aboveground or underground catchment systems and no means to assess runoff needs prior to development (Figure 5). Therefore, water has no place to go except for the roadways, which is dangerous for motorist and pedestrians and further deteriorates road conditions. The drainage problem is only going to worsen, as many of the major entities are planning to double in size over the next decade, greatly surpassing the already stressed drainage capacity, with no notification to the City.

Figure 5 – One of the only drainage systems within the area, currently filled with sediment.

Many of the buildings also become inundated with water because of poor drainage. This causes environmental and structural problems and decreases building values, while requiring increased maintenance. Due to the many problems, numerous professional consultants working in the area have informed the City that before rehabilitation commences a drainage study is needed to ensure sufficient facilitation of runoff.

Currently Temple maintains all of the water and wastewater main lines that run within TMED. On average, about 120 water and wastewater repairs are completed within the TMED area annually. Repairs consist of broken lines, repairing leaks and replacing/upgrading parts. As with drainage plans, certain Federal and State entities are exempt from submitting projected water needs, aside from requesting a tap into the main line when building or expanding facilities. Therefore, the ability of the current system to support future growth is unknown, but assumed to be insufficient.

Economic / Development Conditions

All of the area within the project study area, except that owned by major stakeholders, is in poor economic condition, which is hindering desired development. The parameters of the entire project include many areas found to be economically distressed. Within the city of Temple there are twenty-two areas of low-income concentration, as determined in the 2000 Census; nine of these Census tracts are within or directly adjacent to and impacted by TMED. Sixty-five percent of the area residents live at or below eighty percent of the national per capita income average. Furthermore, the local middle school participates in a free or reduced lunch program, of which seventy-six percent of the students are participants. This program assists those who would not otherwise be able to pay for or have the means to bring their lunch. The area also includes two public housing developments.

The area housing units are sixty-one percent occupied by renters, with fifteen percent of all units vacant, according to the 2000 Census, which has most likely increased over the past decade. With high rental rates and a number of houses vacant, there is a lack of upkeep and maintenance, leading to approximately 1,450 code violations in 2009.

The project study area also includes many abandoned buildings, including an old nursing home, bars, apartments, and commercial offices. Other businesses and buildings within TMED suffer from the deteriorating condition of these facilities. To improve occupied facilities, Temple, in conjunction with Keep Temple Beautiful, currently offers a redevelopment and

Figure 6 – Structure and site before new façade.

Figure 7 – Updated façade and site, through the Redevelopment and Incentive Program.

incentive program along First Street, with a vision to facilitate new public and private sector investments. This program assists interested parties in façade, sign, sidewalk and landscaping improvements, asbestos survey or abatement projects and demolition in an effort to beautify the area, bring buildings up to minimum code and develop a cohesive district. Currently five projects have been completed (Figure 6 and 7) and have aesthetically improved their site and surrounding area.

Benefits and Outcomes

The proposed TMED and First Street Corridor planning project seeks to involve all areas of the livability principles through the proposed studies and the deliverables expected from these studies. The overarching project will assess all aspects of sustainability (economic, environmental and social) through the projects proposed for implementation. Since the project is a planning study, all of the goals will not be realized but rather planned for upon completion of the planning project. Goals and expected performance measures are discussed on the work plan table (Table-2) in the next section. The overall expected benefits of the project are to secure the economic future of TMED and the downtown connection corridor, establish a connection between all campuses and downtown to under a five to ten minute walk or bike, improve transit options, routes and affordability for all populations, ensure adequate public facilities and infrastructure for future growth and provide a safe and healthy environment for the entire community. Below, each livability principle is discussed as to its relationship to the project.

Livability Principles

Provide More Transportation Choices: The project is part of a local and regional effort to unify and prioritize the phasing of improvements to maintain and expand transportation networks and types that will minimize life-cycle costs, decrease household transportation costs, promote public health and provide efficient, reliable and affordable transportation options. The proposed project seeks to identify the need for rehabilitation of existing roadways, sidewalks/trails and public transit facilities; as well as the installation of new roads, sidewalk/trail construction and the inclusion of specialized district bus route that will provide for more efficient, aligned and safer transportation routes. Included in this process is the assessment of existing drainage, water and wastewater utilities, in order to propose optimal management of new systems, to include future growth and minimize future deterioration. The intent of this study is to ensure that as development occurs across the region, all transportation networks and types are adequately and efficiently aligned and connected. Overall, the plan will increase a variety of adequate transportation options by fifty percent to connect residents, employees and businesses to all areas within and adjacent to TMED and downtown.

Promote Equitable, Affordable Housing: The project seeks to ensure appropriate housing options that will provide housing for those working within or near the district, through the completion of an affordable housing study. This will allow residents to engage in a live-work, mixed-use development, which will decrease living and transportation costs. This action will take place due to a decreased reliance on single-passenger vehicle use because of more transportation options and through the development of energy-efficient houses that will lower

life-cycle costs of homeownership. The City will ensure that once built the area will support twenty percent of the units as affordable housing.

Enhance Economic Competitiveness: To improve on the current poor economic and development conditions, an economic feasibility study is proposed. This study will be a complete economic impact and market study, which will determine the type and optimal location of desired retail and office space. With improved adequate public facilities, to support future growth and overall improved development conditions in the area, the study will serve as a means for the City to attract appropriate businesses to support residents and current commercial areas, allowing current businesses to expand markets. Over the first few years the City anticipates a twenty-five percent increase in new investments. This action will help to revitalize and beautify the area, improve the tax base, provide for the inclusion of appropriate businesses and continue to encourage future investment.

Support Existing Communities: TMED is an existing community that is struggling from significant decline over the past decade due to suburban sprawl and struggling small businesses. To secure a healthy future for the community and surrounding areas a New Urbanism development plan will serve as the anchor to the existing community. This development will offer mixed-use lifestyles as a transit oriented development. Much of the land will either be redeveloped as infill development or recycled for a more appropriate use. This action will allow for improved and contiguous adequate public facilities, as opposed to the continuing support of development on greenfields, further alleviating the current high-demand of public work investments and ensuring a level of neighborhood completeness.

Coordinate Policies and Leverage Investment: This grant opportunity further strengthens collaborative development efforts through the TMED Coordination Group. These entities, through the coordination of many different policies and time, knowledge and financial investments, will further improve the district. These investments will leverage funding, bring together different policy views to create best solutions and increase accountability and effectiveness of the proposed project study area and surrounding region. Each entity, being led by the City, will help to develop a well connected sustainable district that encourages smart energy choices through alternative transportation options, reducing reliance on single-passenger vehicles, the promotion of solar lighting, assessing needs for future growth, the development of energy-efficient housing and the inclusion and preservation of adequate green/open space. The City anticipates that these efforts will help to decrease Greenhouse Gas emissions by fifteen percent and save 1,500,000 pounds of CO_2 per year and serve as a supported pilot program for other cities and regions seeking policy and collaboration guidance.

Value Communities and Neighborhoods: Since TMED is located within Temple's urban core, the proposed study area has a great opportunity to promote the unique characteristics of Temple, related to railroad heritage and future focus in the medical and education sectors. The City has recently been working on the establishment of Form-based codes/Traditional Neighborhood Development overlays within and around the study area. These development tools allow for a valuable cohesive design to be realized by area users, creating a traditional neighborhood community feel that encourages community involvement through defined community gathering areas, increase safety through appropriate design measures, encourages walking and biking through trails and sidewalks and helps to improve physical and financial health of all invested in the area.

II. Work Plan

The City has determined the scope of each study and defined specific deliverables, expected performance and evaluation measures. The project, although encompassing numerous scopes, is an all-inclusive traditional neighborhood transportation and development plan. As each scope is studied they will be completed concurrently and frequently cross-referenced to ensure compatibility and cohesiveness. The study will be completed by three to four firms that specialize in the given studies (i.e. the drainage study will be completed by a civil engineering firm and the economic study will be conducted by an economic feasibility firm) in conjunction with City personnel, major stakeholders and the public.

Since the project is a planning study all evaluation measures will be reviewed upon completion of the plan to ensure that expected performance meets proposed needs and demands. The area will then be reevaluated a defined number of years after completion of each project, according to recommended phasing. Evaluation measures will be collected through visual analysis and surveys throughout a variety of phases of the project.

Study Timeline

Table 1

The City anticipates that the overall planning project will take no more than one-year following the notice of award. A study timeline (Table 1) dictates the time required to complete the proposed scope of study. Milestones have been indicated by a star for those studies that impact the timeliness and direction of other studies. However, the end of each study may be considered to be a milestone so that the entire planning study is able to be completed concurrently.

The City has been involved in a variety of planning projects, including the conceptual framework study of the TMED area, therefore the City is familiar with some obstacles that might occur throughout the process. The main obstacle is providing appropriate communication between the different consultants working on the planning study. To ensure clear communication the City will conduct a variety of meetings, including monthly meetings between the City and consultants and quarterly meetings with the City, consultants and stakeholders. Another foreseeable obstacle is collaboration between all entities. Although each entity wants to improve the area, they also desire to proceed with projects that are best for their entity. To avoid these situations, the City will focus on what is best for the good of the community, seek public input and ensure that communication between all entities is clear and understood. Overall, many of the current meetings and processes already established between all entities will be extended to the new planning project.

The following table displays the Cities intentions and expected outcomes (Table 2):

Study Name	Regional Significance	Study Scope	Study Timeframe	Specific Deliverables	Expected Performance	Evaluation Measures	Performance Tracking	Funding Source
Transportation	Align with MPO transportation plan and connect regional bus and trails	Review current traffic flow and capacity, develop future traffic flow, prepare schematic design for future facilities to meet traffic demands.	60 days	Vehicular Transportation Plan, Pedestrian and Bicycle Plan, District Bus Route Plan	Increase safety, Increase use of alternative transportation modes, Reliable and affordable public Transit options located every 1/4 to 1/2 mile, Decrease household costs	Identify methods to decrease accidents by **20%**, increase safe and efficient walking or biking opportunities by **50%**, and increase access to public transit by **50%**	Re-evaluate 2 yrs. after completion of construction	Dept. of Transportation
Drainage	Decrease drainage issues downstream	Review existing utilities for location, size, capacity and future growth, develop future improvements and cost estimates.	90 days - concurrent with water/wastewater study	District Drainage Management Plan, Land-Use Plan	Improve and allocate areas for preferred drainage management to allow for future growth, Maximize the natural feathers that can detain and retain run-off, Minimize the disruption of natural seepage, Improve public health	Identify ways to decrease run-off by **20%**, Match demand to expected capacity	Assess assurance through design and evaluate 2 yrs. after completion of construction	Dept. of Transportation
Water/ Wastewater Utilities	Alleviate regional public infrastructure investment requirements	Review existing utilities for location, size, capacity and future growth, develop future improvements and cost estimates.	90 days - concurrent with drainage study	District Water/Wastewater Improvement and Adequate Capacity Plan,	Improve and locate preferred water/wastewater utilities to allow for future growth, Improve public health	Match demand to expected capacity	Assess assurance through design and evaluate 2 yrs. after completion of construction	Dept. of Transportation
Sidewalks and Streetscape	Improve regional connection and developed a cohesive environment, connecting walk/bike trails	Analyze new vehicular and pedestrian/bicycle transportation plans and create streetscape and pedestrian design to follow. Design will give standards for walk/bikeways, site furniture, monuments, signage, landscape and cost estimates.	30 days after completion of R.O.W. study.	District Pedestrian and Bicycle Plan, District Landscape and Material Plan	Design of desirable aesthetics to encourage alternative travel	Increase safe and efficient walking or biking opportunities by **50%**	Evaluate upon completion of design	Dept. of Housing and Urban Development
New Urbanism Development	Set policies and serve as a pilot program for regional cities to follow	Create development scenarios' and phasing options based on other studies conducted. Conduct workshops with stakeholders and City leaders. Create final development plan showing proposed buildings, roads, open space and pedestrian/ bicycle connections with development area calculations. Provide cost estimates.	90 days after completion of Transportation, Utility and Economic Studies	Land-Use Plan, Siting Plan, Residential Density Standards	Provide efficient allowance for residential, park, office, and retail space, Ensure adequate amenities and public facilities for future growth, Development supporting transit-oriented, mixed-use Traditional Neighborhood Development that focuses on in-fill and land recycling sites	Match demand to expected capacity, Provide **30%** open/green space, Provide **40%** residential space and **30%** retail and office space, Achieve a Neighborhood Completeness of **50%**	Assess proposed measures throughout project design, Evaluate 2 yrs. after completion of construction	Dept. of Housing and Urban Development
Economic Feasibility	Improve economic vitality of the region	Complete market analysis, economic impact analysis and merchandising plan for retail and office space.	90 days	Land-Use Plan, Market Study Conclusion	Attract appropriate retail and office businesses, Expand access to markets, Ensure adequate amenities for future growth, Provide reliable and timely access to employment and education centers	Increase investment interest by **20%**, Increase medical sector development by **20%**	Evaluate 3 yrs. after completion of	Dept. of Housing and Urban Development

Study Name	Regional Significance	Study Scope	Study Timeframe	Specific Deliverables	Expected Performance	Evaluation Measures	Performance Tracking	Funding Source
Affordable Housing Options	Supply needed housing options for 65% of the area and regional residents	Assess need and appropriateness of affordable housing, in conjunction with and in response to the economic study.	30 days after completion of economic study	Residential Density Standards	Identify need for affordable housing (including those who will work in proposed retail and office spaces), Increase energy-efficient housing options for entire population	Ensure **20%** of developed housing is affordable	Evaluate upon completion of construction, Ensure housing is available after 5-yrs.	Dept. of Housing and Urban Development
Right-of-Way	Enable connection across the City and Region	Investigate existing R-O-W, determine future requirements, indentify property owners and current appraisal values.	45 days	Defined right-of-way and ownership	Enable aligned configuration of sidewalks	Successful ability to align sidewalks	Evaluate upon completion of design	Dept. of Transportation
Sustainability	Improve economic, environmental and social conditions, Act as an example for surrounding cities	Evaluate options for appropriate energy and water conservation efforts within each study, assess methods to strengthen public health and wellness and improve air quality.	Entire length of project	Sustainable methods discussed/ proposed in every study	Decrease Green House Gas Emissions, Improve drainage, Improve air quality, Increase community livability, Promote public health, Decrease medical costs due to increase in physical activity, Reduce energy consumption and dependence on foreign oil,	Identify methods to decrease GHG Emissions by **15%**, decrease run-off by **20%**, increase public transit ridership by **5%**, and save **1,500,000** pounds of CO2 per year, save approximately $500 per person per day in medical costs	Assess proposed measures throughout project design, Evaluate 2 yrs. after completion of construction	Dept. of Housing and Urban Development/ Transportation

Table 2 –Work Plan

E. O. 12898

Federal Actions to Address Environmental Justice in Minority Populations

- The planning project will seek to identify any adverse health or environmental impacts through the study of utilities and affordable housing.
- The City will continue to provide and improve upon its redevelopment assistance programs that help to improve the building standards of TMED.
- The City shall identify any actions of data collecting that will support local colleges and universities.
- The City shall conduct public meetings and allow for input to address environmental justice and consider these recommendations to improve upon local and regional policies.

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Improve Access to Services for Persons with Limited English Proficiency

- The City currently offers publications in both English and Spanish and will continue to do so with this planning project. This will include project updates/newsletters, applications for assistance and any applicable codes and regulations.
- The City has numerous staff members that are bi-lingual; the administering team will include staff that is able to speak to both English and Spanish speaking individuals.
- The City shall conduct public meetings and allow for input to address environmental justice and consider these recommendations to improve upon local and regional policies.

Project Budget and Use of Project Funds

The total cost of the proposed planning project is $270,000. The amount of local matching funds is secured through a resolution signed by the City and will be derived from a City Planning Professional Fund, designated for engineering and planning fees. The City of Temple will be providing a 22.5 percent cash match, in the amount of $60,750. The amount requested, under the TIGER II Planning Grant (42 percent of requested funds) is $87,187.50 and under the Community Challenge Planning Grant (58 percent of requested funds) is $122,062.50. The total amount requested to both programs is $209,250.00, 77.5 percent of the total project cost.

Requested grant funds and sources are summarized in Table-3.

Summary of Funds	
Funds Secured	
Local Matching Funds (22.5%)	**$60,750.00**
Funds Requested	
TIGER II Funds (42% of requested funds)	$87,187.50
Community Challenge Funds (58% of requested funds)	$122,062.50
Total Grant Funds (77.5%)	**$209,250.00**
Total Project Cost	***$270,000.00***

Table 3

City matching funds and grant funds will be used to pay professional planning compensation for the total project cost of $270,000. Table-4 summarizes the proposed project expenditures.

Use of Funds	
TIGER II	**Project Expenditures**
Engineering Study (Drainage, Water and Waste Water)	$42,500.00
Engineering Study (Transportation)	$35,000.00
Engineering ROW Study	$35,000.00
Total Project Expenditures - TIGER II	$112,500.00
Community Challenge	
Planning and Vision - New Urbanism Development	$62,500.00
Sidewalk / Streetscape Study	$30,000.00
Economic Feasibility / Affordable Housing Analysis	$65,000.00
Total Project Expenditures - Community Challenge	$157,500.00
Total Project Cost	***$270,000.00***

Table 4

III. Leveraging and Collaboration

The City of Temple is the official applicant for funding through the grant programs for planning and is providing sole funding for matching funds. The City has signed a resolution to commit $60,750 in funding, under this grant program. However, there are many groups and individuals providing non-monetary community support in forms of community coordination groups and public input, as well as private investment on stakeholder owned land. Overall, the entire rehabilitation, the City anticipates an investment of $15 million from the City, $100 million from other public entities and a minimum of $250 million in private sector investments.

> ***Per Capita Income***
>
> The per capita income of the entire City, according to the 2000 Census is $19,360. The areas average per capita income is $11,014. This is only fifty-six percent of the City's average.

The City and district is also being supported by the Reinvestment Zone Board. This board is responsible for assisting the City in many developments across the City, to include downtown revitalization and streetscape, numerous industrial parks, and hike and bike trails. The board has enabled the City in many cases to embellish projects, to provide a better end-result for the entire community. The Reinvestment Zone Board anticipates investing $1 million in the area, throughout the completion of the entire rehabilitation project.

IV. Capacity

The proposed project is furthering the plan and implementation efforts of the Temple Medical and Education District Twenty-year Master Plan, headed by the City of Temple and the TMED Coordination Group. TMED incorporates multiple parities, both public and private, which will provide needed momentum to set and accomplish proper goals. The current planning efforts executed a conceptual framework study to assess what can be implemented in this area. The next, separate plan will build upon the conceptual ideas and propose feasible means of phasing and implementation to bring the project to fruition.

The City has completed multiple planning efforts, including a City-wide Master Sidewalk/Trail Plan, Local Drainage Plans, 2008 Choices' Comprehensive Plan and a City-wide Water and Wastewater Management Plan, among others. These projects have been managed by teams with a broad knowledge base, including staff from Public Works, Parks and Leisure, City Manager's Office, City Finance Office and Construction Safety. The City also administers a number of CDBG projects each year, including sidewalk installation and improvements, park renovations and ADA compatibility infrastructure. The City's five-year Consolidated Plan anticipates funding $2.5 million in projects to further enable access and adequate public facilities to all populations within the City.

The proposed project will include the same combination of individuals to provide for the best outcome, including those with knowledge in planning, engineering, architectural, transportation and development fields. Overall, the project will be managed by the Sustainability and Grant Manager, who developed the grant application and administers a variety of Federal and State grants awarded to the City; City Accountant, who oversees multiple Federal and State grant finances; Public Works Engineer, who oversees multiple planning and implementation projects; and the Assistant City Manager, who is the City representative for the TMED project. The project will also be administered by professional consultants who have been introduced to the development of TMED. These consultants have an extensive portfolio relating to rehabilitation of declining areas in to New Urbanism development plans, with a combined fifty-four years of professional experience. Outside consultants will be retained within 120 days of receiving notice of grant award, including civil engineers, professional planners and economist, with knowledge in New Urbanism based development.

Capacity Building and Knowledge Sharing: In addressing the need to increase the effectiveness of this grant program, the City will collaborate with the Killeen-Temple MPO to evaluate performance assessment and outcomes. Currently, the MPO and City are collaborating to create a Regional Transportation Master Plan. However, the local MPO did not apply for recent transportation grants, but has provided support for Temple's application. Therefore, this action will assist both the City and MPO in gathering information such as traffic counts and CO_2 reductions, for future transportation plans and to support future grant applications and educate

both entities about grant administration. Information will be gathered by the City through surveys and visual analysis and then shared with the MPO and other entities through various forms of correspondence, including a frequently updated website, newsletters, bi-annual meetings and training sessions. Training sessions will review methods of gathering data, evaluation and proper application of data gathered. Over the course of the planning project and the process of implementing the project, this program anticipates training thirty to fifty individuals, including various city and county engineers and planners, as well as additional individual teachers and students from local colleges and universities.

As the numerous stakeholders and other entities, including the HOP, continue to develop, the City will address the needs of future development to adequately provide for public infrastructure that meets the needs of future capacity, including drainage and market studies, among others. The City will also gather and share information with The HOP, the local public transit agency, to ensure adequate provisions and the means to continue to meet these provisions for the good of the public. This information will be shared through online publications and quarterly update meetings. The City will work with HUD to disseminate data as needed.

Expand Cross-Cutting Policy and Knowledge: In order to share lessons of TMED as a pilot program the City will share knowledge of set policies and lessons learned with local colleges and universities, Planning and Zoning boards, Economic Development Groups, Metropolitan Planning Organizations, local builder's associations, City Council, neighborhood groups and the general public. Coordination and instruction may be through City personnel and consulting engineers, planners and designers. Seminars will include information on New Urbanism, Traditional Neighborhood Development, Form-Based Codes, Transportation Planning, development of adequate public infrastructure and facilities, and sustainable development.

Policy information will also be shared via websites, newsletter updates, publication in the City magazine and integrated into National and State award/recognition applications through various organizations including Texas Municipal League, Texas Downtown Development Association, and National Parks and Recreation Association. The City will take on the responsibility of disseminating the information to interested parties, as many of the methods are already established. The information to be shared will involve all of the methods of evaluation found in the established Work Plan, as well as any other lessons and evaluation measures determined throughout the planning process. The City will publish at least four policy publications per year, correlating with set meetings with stakeholders and other interested parties.

Attachments

Attachments provided with this application include numerous letters of support from the various stakeholders, legislators and other public and private entities who have been involved in and supportive of the Temple Medical and Education District rehabilitation efforts. Also included are area maps designating in which area each study, discussed above, will take place. Overall, these attachments are used as support materials to leverage the importance of the proposed planning study. As described throughout the above narrative and the supporting attachments, the project seeks to secure the economic future of TMED and the downtown connection corridor, establish a connection between all campuses and downtown to under a five to ten minute walk or bike, improve transit options, routes and affordability for all populations, ensure adequate housing options and public facilities and infrastructure for future growth and provide a safe and healthy environment for the entire community. For more information and supporting documents, visit the TMED and First Street Corridor Transportation and Development Plan website at http://www.ci.temple.tx.us/index.aspx?nid=1278.